

**AGENDA
FOR THE SPECIAL MEETING OF
THE LOS ANGELES MEMORIAL COLISEUM COMMISSION**

Thursday, May 11, 2017 at 2:30 pm
Coliseum Commission Room¹
3911 South Figueroa Street, Los Angeles, CA 90037

In compliance with Government Code Section 54957.5, nonexempt writings that are distributed to all, or a majority of all, of the Coliseum Commission members by any person in connection with a matter subject to discussion or consideration at an open meeting of the Coliseum Commission, are disclosable public records under the California Public Records Act. These public records may be viewed at 3911 S. Figueroa Street, Los Angeles, CA 90037, at the web page <http://lamcc.lacounty.gov/Meetings> or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Ms. Elida Flores, eflores@bos.lacounty.gov, (213) 893-0202.

(POSTED: Wednesday, May 10, 2017 at 2:30 p.m.)

MEMBERS:

City of Los Angeles	Mr. Curren D. Price, Jr., President Mr. Marqueece Harris-Dawson, Alternate
State of California	Ms. Mona Pasquil Rogers, Vice President
County of Los Angeles	Mr. Mark Ridley-Thomas Ms. Janice Hahn, Alternate
State Senate	Mr. Ricardo Lara ²
State Assembly	Mr. Reginald B. Jones-Sawyer, Sr. ²

STAFF:

Chief Administrative Officer and Secretary	Mr. Robert E. Osborne
Treasurer	Mr. Joseph Kelly
Controller	Mr. John Naimo
Co-Counsel	Ms. Noreen Vincent
Co-Counsel	Ms. Teresa Lujan
Co-Counsel	Mr. Thomas J. Faughnan
Co-Counsel	Mr. Erik J. Conard

At the discretion of the Los Angeles Memorial Coliseum Commission ("Commission"), all items appearing in this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the Commission.

OPEN SESSION

- 1. CALL TO ORDER**
- 2. ROLL CALL**

¹ Coliseum South Offices, Enter property at Gate 29

² Ex-officio (non-voting)

3. PRESIDENT'S COMMENTS

4. PROPOSED SECOND ADDENDUM TO THE CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT (THE PROJECT) RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS AND RELATED FINDINGS

- A. Consideration of Second Addendum to the previously certified Environmental Impact Report for the Project (Discussion and possible action)
- B. Consideration of the proposed California Environmental Quality Act Findings for the Project (Discussion and possible action)
- C. Consideration of the proposed clarification to Code Required Measure CR-G2 for the Project (Discussion and possible action)
- D. Consideration of the proposed temporary extension of construction hours for the Los Angeles Memorial Sports Arena Redevelopment Project (Discussion and possible action)

5. ADJOURNMENT

Next regular meeting: **May 25, 2017**

NOTICE: The regular meetings of the Coliseum Commission are open to the public. A member of the public may address the Commission on any Agenda item, and a request to address the Commission must be submitted in person prior to the start of the meeting. The Commission may limit the public input on any item, based on the number of people requesting to speak and the business of the Commission. In addition, a member of the public has the right to address the Commission on items of interest which is within the subject matter jurisdiction of the Commission during the Public Comment portion of the Agenda.

As a covered entity under Title II of the Americans with Disabilities Act, the Los Angeles Memorial Coliseum Commission does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least five (5) hours prior to the meeting you wish to attend by contacting Ms. Elida Flores at (213) 893-0202.

Persons having matters before the Los Angeles Memorial Coliseum Commission should read the following notice in connection with prohibited contributions to members of this agency.

NOTICE TO PERSONS HAVING MATTERS BEFORE THIS
AGENCY REGARDING PROHIBITED CONTRIBUTIONS

Any person to a proceeding before this Commission involving a license, permit, or other entitlement (including all entitlements for land use, contracts -- other than competitively bid labor or personal employment contracts -- and all franchises) must disclose on the record any contributions in excess of \$250.00 to any elected or appointed officer of the Commission, including alternates, made within the preceding 12 months by the party, or his or her agent. The California contributions limitations of Government Code Section 84308 also prohibit contributions in excess of \$250.00 for three months following the date of any final decision rendered by the Commission in such proceeding. Commissioners who have received such contributions within the past 12 months may not participate in the proceeding. Also, Commissioners may not receive such contributions while a matter affecting a contributor is pending.

Si requiere servicios de traduccion, favor de notificar a la oficina 5 horas de trabajo antes del evento. Si necesita ayuda con esta agenda, por favor llame a nuestra ofician al (213) 893-0202.

EX-OFFICIO MEMBERS

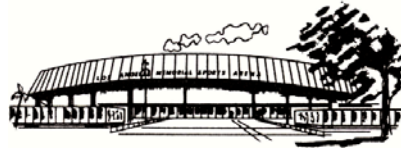
STATE SENATOR
RICARDO LARA

ASSEMBLY MEMBER
REGINALD JONES-SAWYER

ROBERT E. OSBORNE
CHIEF ADMINISTRATIVE OFFICER
SECRETARY



SITE OF 1932 AND 1984
OLYMPICS ATHLETICS COMPETITION
OPENING & CLOSING CEREMONIES



SITE OF 1984 OLYMPICS
BOXING COMPETITION

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MONA PASQUIL ROGERS
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COUNTY OF LOS ANGELES
MARK RIDLEY-THOMAS
JANICE HAHN (Alternate)

CITY OF LOS ANGELES
CURREN D. PRICE, JR.
PRESIDENT
MARQUEECE HARRIS-DAWSON
(Alternate)

LOS ANGELES MEMORIAL COLISEUM COMMISSION

3911 South Figueroa Street, Los Angeles, CA 90037

AGENDA ITEM #4

PROPOSED SECOND ADDENDUM TO THE CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS AND RELATED FINDINGS

ERIK J. CONARD

Proposed Actions:

- A. **Confirm** that the Second Addendum (Attachment 4.1) to the previously certified final Environmental Impact Report (EIR) for the Los Angeles Memorial Sports Arena Redevelopment Project (the Project) has been completed in compliance with the California Environmental Quality Act (CEQA) and reflects the independent judgment and analysis of the Los Angeles Memorial Coliseum Commission (Commission); and find that the Commission has reviewed and considered the information contained in the Second Addendum, as well as the previously certified Final Environmental Impact Report and First Addendum for the Project prior to approving the Extension of Construction Hours and approve the Second Addendum;
- B. **Adopt** the proposed CEQA Findings for the Project (Attachment 4.2);
- C. **Adopt** the proposed clarification to Code Required Measure CR G-2 for the Project (Attachment 4.3); and
- D. **Approve** the Temporary Extension of Construction Hours for the Los Angeles Memorial Sports Arena Redevelopment Project (the Project) subject to: (a) the additional requirements provided in the clarification to Code Required Measure CR G-2 for the Project (Attachment 4.3); and (b) all conditions that may be required by the Los Angeles Board of Police Commissioners for the temporary variance from Los Angeles Municipal Code Section 41.40.

Background

The proposed action will authorize the Los Angeles Football Club (LAFC) to temporarily extend construction hours for the construction of the Los Angeles Memorial Sports Arena Redevelopment Project (the Project) beyond the hours set forth in Section 41.40 of the Los Angeles Municipal Code (LAMC). Approval is needed because the construction hours provided in LAMC Section 41.40 were included in the previously Certified Final Environmental Impact Report (EIR) and First Addendum for the Project at Code Required Measure CR G-2. The LAMC authorizes temporary extensions from the hours provided in LAMC Section 41.40 through a procedure with the Los Angeles Board of Police Commissioners. Pursuant to those procedures, LAFC has requested that the Los Angeles Board of Police Commissioners temporarily extend the construction hours for a period of approximately four months.

Under the proposed temporary extension, LAFC would have two construction shifts: (1) a daytime shift to operate during the hours of approximately 7:00 A.M. to 5:00 P.M. (Daytime Shift); and (2) a nighttime shift to operate during the hours of approximately 7:00 P.M. to 5:00 A.M. (Nighttime Shift). No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions. Construction activities during the Nighttime Shift would occur within two separate work areas, Work Area I and Work Area II, shown in Figure 1 of the Second Addendum. Work Area I is located on the western half of the Project site. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, however, no welding activities would be undertaken. Equipment operating in Work Area I during the Nighttime Shift would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work in this area would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift. Equipment operating in Work Area II during the Nighttime Shift would be limited to a crawler crane, forklift, and truck. During the Nighttime Shift, approximately six light fixtures would be operated on the Project Site, all of which would be electric powered. The lights would be approximately 18 to 20 feet tall; within Work Area II these fixtures would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 and 10:00 P.M. and departing the Project Site before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

LAFC seeks approval from the Coliseum Commission to proceed with the temporary extension of construction hours and to clarify Code Required Measure CR G-2 for the Project to be consistent with the requested extension. LAFC would continue to comply with all mitigation measures set forth in the Mitigation Monitoring Program previously adopted by the Coliseum Commission for the Project, and with all conditions that may be required by the Los Angeles Board of Police Commissioners for the temporary variance from Los Angeles Municipal Code Section 41.40.

In accordance CEQA Guidelines Section 15164, a Second Addendum to the Environmental Impact Report for the Los Angeles Memorial Sports Arena Redevelopment Project Re: Temporary Extension of Construction Hours (Second Addendum) was prepared. The Second Addendum analyzes the revisions to the

Project to determine whether it would result in any new significant environmental impacts that were not identified in the Project EIR or First Addendum, or whether the previously identified significant impacts would be substantially more severe.

The Second Addendum demonstrates that the revisions to the Project would not result in any new significant impacts compared to those evaluated and disclosed in the EIR and First Addendum, nor would it substantially increase the severity of previously identified significant impacts. In addition, the Second Addendum demonstrates that there are no substantial changes to the circumstances under which the project was analyzed in the EIR and First Addendum, and no new information of substantial importance which was not known and could not have been known when the EIR and First Addendum were certified has been identified. Therefore, the minor changes resulting from the modified Project do not meet the standards for a Subsequent or Supplemental EIR pursuant to CEQA Guidelines Section 15162.

Upon the Commission's approval of the revisions to the Project, Commission staff will file a Notice of Determination with the Los Angeles County Clerk in accordance with Section 21152(a) of the California Public Resources Code.

SECOND ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

May 2017

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SECOND ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

I. Introduction

This document is an Addendum to the previously certified Los Angeles Memorial Sports Arena Redevelopment Project (Project) Environmental Impact Report (State Clearinghouse No. 2010041059; Certified EIR) and associated First Addendum, which were certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) as Lead Agency on February 2, 2011, and September 17, 2015, respectively. Those documents were prepared in accordance with the California Environmental Quality Act (CEQA), with the City of Los Angeles (City) acting as a Responsible Agency. This document is referred to herein as the Second Addendum and addresses potential physical environmental effects associated with the currently proposed temporary extension of construction hours for the Project. Specifically, and as discussed and analyzed further below, the only proposed physical change to the Project relates to the temporary extension of construction hours, and none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

The previously Certified EIR consists of the Draft EIR (November 2010) and Final EIR (January 2011). Additional CEQA analysis was conducted regarding modifications to the Project and was included in a First Addendum to the Certified EIR (September 2015). A summary of these documents and associated Project changes is provided below.

The Certified EIR analyzed the demolition of the Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (Project Site) in the City of Los Angeles (City) and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project).

After certification of the Certified EIR on February 2, 2011, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop a MLS stadium on the Project Site (Modified Project). The Modified Project was the subject of the First Addendum and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses.¹ The Modified Project also included signage and lighting programs to support stadium operations. The First Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the First Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Coliseum District Specific Plan (Specific Plan), the creation of the Coliseum and Soccer Stadium Supplemental Use District (Sign District), and adopted the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program (MMP), and a Statement of Overriding Considerations.

The Project Applicant, LAFC, now seeks to temporarily extend construction hours during evening/nighttime hours for a limited duration of approximately four months; no other modifications to the Project are proposed. To temporarily extend construction hours, LAFC is seeking, pursuant to Los Angeles Municipal Code (LAMC) Section 41.40, an approval from the Los Angeles Board of Police Commissioners to permit two construction shifts over a period of approximately four months: (1) a daytime shift to operate during the hours of approximately 7:00 A.M. to 5:00 P.M. (Daytime Shift); and (2) a nighttime shift to operate during the hours of approximately 7:00 P.M. to 5:00 A.M. (Nighttime Shift). No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions.²

¹ *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

² *LAMC Section 41.40 prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M. (Footnote continued on next page)*

In addition to seeking approval from the Los Angeles Board of Police Commissioners, LAFC is seeking a clarification to Code Required Measure CR G-2 from the adopted Mitigation Monitoring Program, which provides: “The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.”

Construction activities during the proposed Nighttime Shift would occur within two separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, however, no welding activities would be undertaken. Equipment operating in Work Area I during the Nighttime Shift would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work in this area would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift. Equipment operating in Work Area II during the Nighttime Shift would be limited to a crawler crane, forklift, and truck. During the Nighttime Shift, approximately six light fixtures would be operated on the Project Site, all of which would be electric powered. The lights would be approximately 18 to 20 feet tall; within Work Area II these fixtures would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing the Project Site before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Second Addendum is to analyze the temporary extension of construction hours to enable the Nighttime Shift and to determine whether that temporary extension of construction hours would result in any new significant environmental impacts that were not identified in the Certified EIR or First Addendum, or whether the previously identified significant impacts would be substantially more severe. This Second Addendum is intended to support the proposed clarification to Code Required Measure CR G-2 and the request to the Los Angeles Board of Police Commissioners to temporarily extend construction hours.

As demonstrated below, this Second Addendum shows that all of the potential environmental impacts associated with the temporary extension of construction hours

Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or a national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.



would be within the envelope of impacts evaluated in the Certified EIR and First Addendum. Therefore, the temporary extension of construction hours would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR and First Addendum.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

CEQA Guidelines Section 15162 requires the preparation of a subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant

effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, construction of the Project with the temporary extension of construction hours would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, the current proposal to temporarily extend construction hours does not involve any substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR or the Modified Project analyzed in the First Addendum would be undertaken. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR and First Addendum were certified. Therefore, the minor changes associated with the proposed temporary extension of construction hours do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR and First Addendum are necessary and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed temporary extension of construction hours.³

³ See CEQA Guidelines Section 15164(a).

III. Comparative Analysis of Temporary Extension of Construction Hours

The analyses provided below address the environmental issues evaluated in the Certified EIR and First Addendum and focus on any potential changes in environmental impacts that could result from the temporary extension of construction hours. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR and First Addendum for those impact areas that could be implicated by the temporary extension of construction hours to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result from the temporary extension of construction hours or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the temporary extension of construction hours would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or the First Addendum.

A. Aesthetics (Construction)

(a) Visual Character and Views

Construction-related visual character and views impacts associated with the Original Stadium Project were not assessed in detail in the Certified EIR. However, the First Addendum concluded that impacts with respect to visual character and views during construction of the Modified Project would be less than significant.

Project construction activities associated with the temporary extension of construction hours would be substantially similar to those of the Modified Project and would involve the same general footprint and areas of disturbance. The nature of construction activities would be unchanged, and additional construction equipment or construction barriers are not proposed. As such, construction of the Project with the temporary extension of construction hours would not affect the construction-phase analysis of visual character and views provided in the First Addendum. Therefore, impacts would remain less than significant, and no mitigation measures are required.

(b) Light and Glare

The Certified EIR and First Addendum concluded that light and glare impacts associated with proposed construction under the Original Stadium Project and the Modified Project, respectively, would be less than significant with mitigation.

The First Addendum specified the Modified Project would implement Code Required Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Accordingly, the First Addendum explained construction lighting would be both temporary and limited to short durations during the winter season, as construction activities typically do not require lighting during daylight hours. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. As such, the First Addendum determined uses that are not adjacent to the Project Site would not be substantially affected by construction lighting or daytime glare. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities. Thus, through implementation of Code Required Measure CR G-2 and Project Design Feature A-1 and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant.

The proposed extension of construction hours would temporarily extend the hours during which construction lighting may be used on-site beyond the hours provided in Code Required Measure CR G-2. Project construction lighting would continue to comply with the light intensity requirements of the LAMC, and Project Design Feature A-1, which provides for perimeter screening of the Project Site to limit views of construction activities, would be implemented. As previously described, construction lighting during the proposed Nighttime Shift would be limited to six electric-powered light fixtures of approximately 18 to 20 feet in height. Approximately three light fixtures would operate within Work Area I, and approximately three light fixtures would operate within Work Area II. Within Work Area II, all light fixtures would be located below grade. In addition, all light fixtures would be directionally angled downward and positioned on the Project Site to avoid light spill onto any properties located outside of Exposition Park. For light-sensitive uses to the south and east, the distance from the on-site nighttime construction lighting located at grade level combined with intervening development and roadways that include illuminated signage, street lights, and vehicle headlights, would limit the effects of night lighting. Furthermore, existing street trees along both sides of Martin Luther King Jr. Boulevard and existing residential landscaping would help block any potential light emissions that could affect light-sensitive uses to the immediate south. With implementation of the additional measures provided below in the proposed clarification to Code Required Measure CR G-2, which require that all lights during the Nighttime Shift be positioned to avoid light spill, and given the limited lighting proposed during the temporary extension of construction hours, light and glare impacts would remain less than significant during the temporary extension of construction hours.

(c) Aesthetics Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to aesthetics (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of the revised and clarified measure shown below. Specifically, Code Required Measure CR G-2 would be clarified as follows (new text is underlined).

Code Required Measure CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday:

- Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;
- Utilize additional sound blankets and sound walls to reduce noise levels;
- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;

- Position lighting to avoid spill onto properties outside of Exposition Park;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

B. Air Quality (Construction)

(a) Construction

The Certified EIR concluded that air quality impacts associated with construction of the Original Stadium Project would be significant and unavoidable for regional emissions of nitrogen oxides (NO_x) and reactive organic compounds (ROG) and less than significant for localized emissions of all pollutants. The First Addendum determined that while regional construction emissions under the Modified Project would be less than those of the Original Stadium Project for most pollutants, peak daily emissions of NO_x and volatile organic compounds (VOC) would still exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds despite mitigation, resulting in a significant and unavoidable impact.⁴ With respect to localized construction impacts, the Modified Project would generate greater localized emissions than the Original Stadium Project, but such emissions would remain below their respective SCAQMD Localized Significance Threshold (LST). Accordingly, such impacts would be less than significant.

Overall, Project construction activities would be the same as those described in the First Addendum for the Modified Project. While the proposed temporary extension of construction hours would extend the duration of construction on the Project Site on a daily basis, the intensity of construction activities at any given time of day may be reduced. Specifically, by extending the construction hours less equipment would need to operate on-site during the Daytime Shift and equipment that would otherwise have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day. As construction-related air quality impacts are based on maximum daily emissions generated by peak daily activity, and peak daily activity would not increase due to spreading construction activities over two shifts, no

⁴ Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates ROG emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.

change in maximum daily emissions would occur. Therefore, the proposed temporary extension of construction hours would not result in an increase in construction emissions. Accordingly, impacts would be similar to those evaluated in the First Addendum despite the additional hours of construction. Furthermore, the Project would still implement the same project design features and mitigation measures set forth in the adopted MMP, thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_x (SOON) funds, complying with SCAQMD Rule 403 regarding fugitive dust control, and utilizing low-VOC paints.

As such, construction impacts associated with the temporary extension of construction hours are anticipated to be similar to those of the Modified Project. Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, regional construction emissions of NO_x and VOC would continue to exceed SCAQMD's regional thresholds despite mitigation, resulting in a significant and unavoidable impact, and impacts with respect to localized air quality would be less than significant. No other feasible mitigation measures have been identified to reduce the regional construction impact to a less-than-significant level. Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant construction-related impacts with respect to air quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(b) Air Quality Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to air quality (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

C. Land Use and Planning (Construction)

(a) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project. The analysis therein concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects were discussed in their respective sections of the Certified EIR, and mitigation measures were recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period.

The First Addendum concluded construction of the Modified Project would not result in new significant construction-related impacts or increase the severity of significant construction-related impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, from a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

As provided in this Second Addendum, the Project with the proposed temporary extension of construction hours is substantially similar to the Original Stadium Project and Modified Project in terms of overall construction scope, duration, and activities. By allowing construction activities during the Nighttime Shift, as previously discussed, the intensity of construction activities at any given time of day may be reduced. Specifically, less equipment would need to operate on-site during the Daytime Shift and equipment that otherwise would have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day when many of the adjacent uses (such as museum uses within Exposition Park) are typically in operation. Thus, allowing some construction activities during the evening hours may serve to decrease the intensity of land use compatibility impacts with adjacent uses. Therefore, the proposed temporary extension of construction hours would not result in new significant impacts or increase the severity of previously identified impacts. With the additional measures provided in Code Required Measure CR G-2, land use compatibility

impacts associated with construction of the Project would be substantially the same as those analyzed in the Certified EIR and First Addendum. Accordingly, potential impacts would continue to be significant and unavoidable, but the extension of construction activities would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum.

(b) Land Use and Planning Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to land use and planning (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

D. Noise (Construction)

(a) Construction Noise

The Certified EIR concluded that construction noise impacts for the Original Stadium Project would be significant and unavoidable even with implementation of mitigation at the off-site noise sensitive receptor locations within Exposition Park near the southwestern corner of the Project Site, which was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center (Receptor Location 1) and near the northern boundary of the Project Site, which was selected to represent the open space areas to the north of the Project Site (Receptor Location 2). Consistent with the conclusion in the Certified EIR, the First Addendum determined that impacts with respect to construction noise would be significant and unavoidable under the Modified Project at Receptor Location 1 and Receptor Location 2. While Mitigation Measures MM G-1 through MM G-4 would reduce those impacts to the maximum extent feasible, such impacts would remain significant and unavoidable. While the Certified EIR and First Addendum identified a significant and unavoidable construction noise impact, the analysis found that no significant noise impact from construction activities would occur at the residential uses east of Figueroa Street, which are accessed from South Flower Drive (Receptor Location 3) or the

residential uses south of the Project Site across Martin Luther King Jr. Boulevard (Receptor Location 4).

The proposed temporary extension of construction hours would permit Project construction to occur in two shifts over an approximately four-month period: (1) the Daytime Shift during the hours of approximately 7:00 A.M. to 5:00 P.M.; and (2) the Nighttime Shift during the hours of approximately 7:00 P.M. to 5:00 A.M. Because the analysis in the First Addendum assumed construction hours consistent with Code Required Measure G-2, which provides for construction hours from 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, a supplemental noise analysis entitled *Extended Hours (Night Shift) Construction Noise Impact Analysis* (Noise Analysis) was prepared by Acoustical Engineering Services (AES), dated May 2017 and included in Appendix A, to evaluate the noise associated with construction activities during the Nighttime Shift. Since construction activities taking place during the Nighttime Shift would occur when the facilities within Exposition Park generally are not in operation, the Noise Analysis analyzed the impact of construction activities during the Nighttime Shift on the nearest residential receptors (Receptor Locations 3 and 4). To further ensure that uses within Exposition Park are not impacted by construction activities during the Nighttime Shift, Code Required Measure CR G-2 is proposed for revision to require LAFC to coordinate with the Office of Exposition Park Management to avoid any potential conflicts between Nighttime Shift construction and scheduled Exposition Park activities, as detailed above.

As previously described, construction activities during the proposed Nighttime Shift would occur within two limited and separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site, which is the area closest to the Coliseum. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, and no welding activities would take place. Equipment operating during the Nighttime Shift in Work Area I would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift, and equipment would be limited to a crawler crane, forklift, and truck. Approximately six electric-powered light fixtures would be located on the Project Site during the Nighttime Shift. The lights would be approximately 18 to 20 feet tall and within Work Area II would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

Ambient noise measurements were taken during the proposed hours for the Nighttime Shift on six separate days. The measured ambient noise levels over the

six nights ranged from 63.0 to 68.0 A-weighted decibels (dBA) at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. As indicated in the Noise Analysis, to represent the most conservative analysis, the lowest measured nighttime ambient noise levels at Receptor Locations 3 and 4 of 63.0 and 63.5 dBA, respectively, were used for the impact analysis. Table 1 below provides the estimated construction noise levels associated with on-site construction activities and off-site deliveries that would occur during the Nighttime Shift based on the limited construction equipment operations and deliveries that are proposed. The analysis conservatively assumed simultaneous use of all equipment. As indicated in Table 1, the estimated construction-related noise would be well below the significance threshold (existing ambient plus 5 dBA) at the nearest residential noise-sensitive uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 1, noise levels would be below the measured ambient noise levels by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4.

Table 1
Estimated Project Construction Noise Levels During Nighttime Shift

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Nighttime Shift, dBA L _{eq}			Significance Threshold ^a dBA L _{eq}
		On-Site Construction	Off-Site Delivery Trucks	Composite On- and Off-Site Construction Noise	
3 Residential Uses East of Figueroa Street	350	48.8	43.5	49.9	68.0
4 Residential Uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	68.5
^a Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA. Source: AES, 2017.					

Therefore, noise impacts associated with the proposed temporary construction activities during the Nighttime Shift would be less than significant. While noise impacts at Receptor Locations 3 and 4 would remain less than significant and consistent with the impact conclusions in the Certified EIR and First Addendum, to ensure that noise impacts at residential uses remain less than significant, Code Required Measure CR G-2 would be revised and clarified to provide additional measures to be implemented during Nighttime Shift. As previously detailed, these additional measures include the following:

- Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient

noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;

- Utilize additional sound blankets and sound walls to reduce noise levels;
- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

With the implementation of these additional measures during Nighttime Shift construction activities, potential noise impacts at sensitive residential receptors during the Nighttime Shift time period would remain less than significant. Accordingly, while potential impacts from construction-related noise would continue to be significant and unavoidable for nearby sensitive receptors within Exposition Park that operate primarily during the daytime, the temporary extension of construction activities into the evening hours would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum, and no new significant impact would occur during the Nighttime Shift.

(b) Construction Vibration

The Certified EIR and First Addendum concluded that vibration impacts associated with construction would be less than significant under the Original Stadium Project and the Modified Project, respectively. The temporary extension of construction hours during the Nighttime Shift does not involve any modifications that would affect the analysis of vibration. No construction activities that are typically associated with vibration impacts, such as earthwork or pile driving, are proposed during the Nighttime Shift. Accordingly, the Project with extended construction hours would likewise result in less than significant construction vibration impacts. No mitigation measures are required.

(c) Noise Conclusion

Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant impacts with respect to noise or vibration, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of Code Required Measure CR G-2, which would be revised and clarified as provided above.

E. Traffic/Transportation/Parking (Construction)

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. The Modified Project's construction traffic impacts were determined to be less than significant in the First Addendum.

Peak hour construction traffic activities associated with the temporary extension of construction hours would be substantially similar to or less than those of the Modified Project. The extension of construction hours would allow LAFC to increase the number of construction deliveries occurring outside of congested daytime A.M. and P.M. peak hours, which would reduce Project construction traffic during peak travel times. Further, as previously discussed, the intensity of construction at any given time of day may be reduced as a result of extending construction hours; accordingly, the number of construction workers on-site at any given time during the construction workday would not increase (and may be reduced). As a result, transit and parking impacts during construction would not change (or may be reduced) from those analyzed in the First Addendum. Similarly, access and safety impacts would remain unchanged due to the similar construction characteristics, including type and location of construction activities, deliveries, and construction worker trips. Therefore, because the Project's construction traffic as a result of temporarily extending the construction hours would fall within the scope of construction traffic evaluated for the Modified Project in the First Addendum, potential traffic impacts associated with construction of the Project with temporarily extended construction hours, including intersection, access and safety, transit, and parking impacts, would be less than significant, consistent with the conclusions in the First Addendum.

(b) Traffic/Transportation/Parking Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to Traffic/Transportation/Parking (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

F. Other Impact Categories

The temporary extension of construction hours would not involve any modifications that would affect the analysis of: aesthetics (operation); agricultural or forestry resources; air quality (operations); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning (operations); mineral resources; noise (operation); population, housing, and employment; public services; or traffic (operation), as provided in the Certified EIR or the First Addendum. Accordingly, the temporary extension of construction hours would not result in any new significant impacts with respect to these issues, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

G. Cumulative Impacts

While the specific geographic context for the cumulative impact analysis of each of the issues addressed above, including aesthetics (construction), air quality (construction), land use and planning (construction), noise (construction), and traffic/transportation/parking (construction), may vary, cumulative construction-related impacts are typically localized and thus largely limited to the immediate Project vicinity. In each of the analyses provided above, impacts associated with construction of the Project with temporarily extended construction hours would be within the envelope of impacts evaluated in the Certified EIR and First Addendum, and as such, the Project's contribution to cumulative impacts would remain unchanged from that previously evaluated. Furthermore, in light of the City's noise regulations set forth in LAMC Section 41.40, it is not anticipated that any related projects in

close proximity to the Project Site would conduct nighttime construction activities, particularly during the same limited timeframe as the Project. Moreover, other development projects in the City for which extended construction hours may be sought would be required to undergo review and obtain approval from the Board of Police Commissioners, where any potential conflicts with the Project's nighttime construction activities would need to be addressed. Therefore, cumulative impact conclusions set forth in the Certified EIR and First Addendum would not change as a result of the proposed temporary extension of construction hours. As a result, the temporary extension of construction hours for the Project would not result in any new significant cumulative impacts, nor would it substantially increase the severity of any significant cumulative impacts previously identified in the Certified EIR or the First Addendum.

IV. Conclusion

This Second Addendum provides necessary information regarding the requested approval of a temporary extension of construction hours.

Based on the analysis above, implementation of the temporary extension of construction hours would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred.

Appendix A

Noise Analysis



**Los Angeles Football Club Stadium
Extended Hours (Night Shift) Construction Noise Impact Analysis**

Introduction

The Los Angeles Football Club (LAFC) Stadium (Project) is currently under construction. The Project proposes to extend construction hours to permit a night shift from approximately 7:00 P.M. to 5 A.M. The proposed night shift construction would include structural steel erection and precast seating erection. This noise impact analysis evaluates the potential noise impacts on the nearby sensitive noise receptors associated with the proposed night shift construction activities.

Impact Analysis

As provided in the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059) (AEIR), pursuant to the *L.A. CEQA Thresholds Guide* the Project would have a significant impact on existing ambient sound levels from nighttime construction if:

- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The AEIR analyzed four noise-sensitive receptors within the vicinity of the Project Site. Receptor Location 1, located within Exposition Park near the southwestern corner of the Project site was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center. Receptor Location 2, located near the northern boundary of the Project site was selected to represent the open space areas to the north of the Project site. Receptor Location 3 was selected to represent the residential uses east of Figueroa Street, which are accessed from South Flower Drive. Receptor Location 4 was selected to represent the residential uses south of the Project site across Martin Luther King Jr. Boulevard. Since night shift construction activities would occur when the facilities within Exposition Park generally are not in operation, Receptor Locations 1 and 2 are not included in the night shift construction noise impacts analysis. In addition, to the extent activities within Exposition Park may occur during the night shift, LAFC shall coordinate with the Office of Exposition Park Management to ensure that night shift activities do not conflict with scheduled Exposition Park activities.

The existing nighttime ambient noise levels at Receptor Locations 3 and 4 were measured on six days (April 21, 22, 23, 24, 25 and 28, 2017), between 7:00 P.M. and 1:00 A.M., by PCL Construction Services, Inc. (detail ambient noise data are included Appendix A). Table 1 on

Table 1
Existing Ambient Noise Levels

Receptor Location	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
3	Residential uses east of Figueroa Street, east of Project Site	63.0 – 68.0
4	Residential use on Martin Luther King, Jr. Boulevard, south of Project Site	63.5 – 71.1

Source: PCL Construction Services, Inc., April 2017.

page 2 provides the measured nighttime ambient noise levels at the Receptor Locations 3 and 4. As indicated therein, the measured ambient noise levels over the six nights ranged from 63.0 to 68.0 dBA at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. To represent the most conservative analysis, the lowest measured nighttime ambient noise levels of 63.0 dBA at Receptor Location 3 and 63.5 dBA at Receptor Location 4 (measured between midnight and 1:00 A.M.) were used for the impact analysis. The measured ambient noise levels included at Appendix A are representative of the ambient noise levels for the entire nighttime period. The ambient noise levels at the Project site and at the nearby residential land uses are primarily dominated by the auto traffic on the local roadways. Road traffic volume, typically, decreases during the nighttime hours. While traffic volumes may decrease further after 1:00 A.M., the ambient noise levels measured between midnight and 1:00 A.M. would not be expected to fall by more than 5 dBA during the early morning hours of 1:00 A.M. and 5:00 A.M., as the Project ambient measurement locations are located adjacent to major roadways in an urban environment and in close proximity to the 110-Freeway. A 5 dBA reduction in a traffic noise level would require the traffic volume to be reduced by over 67% between 1 A.M. and 5 A.M. It is highly unlikely that the auto traffic volume in the vicinity of the Project site would drop by more than a 67% between 1:00 A.M. and 5:00 A.M. Therefore, assuming a 5 dBA reduction in ambient noise conditions between the hours of 1:00 A.M. and 5:00 A.M. would be extremely conservative.

The proposed night shift construction activities would include the following:

1. Crew #1 Area: Construction would be located near the western portion of the Project Site. Work in this area would be limited to structural steel erection and would include the use of an electric powered tower crane and fork lift.
2. Crew #2 Area: Construction would be located within the interior of the stadium bowl. Work in this area would be limited to installing the precast concrete seating and would be located approximately 25 feet below street level. Construction equipment would include a crawler crane, a fork lift, and a construction truck.

3. Deliveries: In addition to the on-site work, materials deliveries for the precast concrete seating would also occur with approximately 4 trucks arriving between 8:00 – 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site via Martin Luther King Jr. Boulevard from the 110 Freeway and Figueroa Street.

The proposed night shift construction equipment (five pieces of construction equipment) is substantially less than the 18 pieces of construction equipment analyzed for the building construction period in the AEIR.

A construction noise model similar to the noise model used in the analysis provided for the AEIR was created to calculate the noise levels associated with the on-site construction activities during the night shift. The noise model utilized the FHWA published reference noise levels.¹ All construction equipment was placed at the boundary of the Project construction areas for Crew #1 and Crew #2 nearest to the analyzed receptor locations, to represent a conservative analysis. The off-site delivery trucks noise generation was calculated using the FHWA Traffic Noise Model (TNM) and was based on four truck trips (two coming and two leaving) in one hour along the proposed delivery route. Table 2 on page 4 provides the estimated construction noise levels associated with the on-site construction activities and the off-site deliveries. In addition, the composite on-site and off-site construction noise levels were calculated by adding the estimated on-site and off-site construction-related noise levels (noise calculation worksheets are included in Appendix B). As indicated in Table 2, the estimated construction-related noise level would be well below the existing ambient as well as below the Project significance threshold (existing ambient plus 5 dBA) at the nearest noise-sensitive residential uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 2, noise levels would be below the significance threshold by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4. The estimated construction noise levels would also be well below the significance threshold even if the nighttime ambient noise levels were lowered by 5 dBA as described above.

In addition to the noise impact analysis in terms of hourly L_{eq} , the night shift construction noise level was calculated in terms of CNEL (a 24-hour average level), which include 5 dBA and 10 dBA adjustment factors for noise levels occurring during the evening (7:00 P.M. and 10:00 P.M.) and nighttime (10:00 P.M. and 7:00 A.M.) hours, respectively. Table 3 on page 4 presents the estimated construction noise levels in terms of CNEL, which include both daytime and proposed nighttime construction activities. Conservatively, this analysis did not reduce the activities that

¹ FHWA Roadway Construction Noise Model User's Guide, 2006.

Table 2
Estimated Project Construction Noise Levels During Night Shift – Leq

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Night Shift, dBA L _{eq}			Lowest Measured Nighttime Ambient Noise Levels, dBA L _{eq}	Significance Threshold ^a dBA L _{eq}
		On-Site Construction (A)	Off-Site Delivery Trucks (B)	Composite On- and Off-Site Construction Noise (C=A+B)		
3 – Residential uses East of Figueroa Street	350	48.8	43.5	49.9	63.0	68.0
4 – Residential uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	63.5	68.5
^a Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA. Source: AES, 2017.						

Table 3
Estimated Project Construction Noise Levels – CNEL

Receptor Location	Estimated Construction Noise Levels, ^a CNEL	Ambient Noise Levels, ^b CNEL	Significance Threshold ^c CNEL
3 – Residential uses East of Figueroa Street	66.2	69.9	74.9
4 – Residential uses on Martin Luther King, Jr. Boulevard	65.1	73.4	78.4
^a Estimated based on the daytime construction hours of 7:00 A.M. to 5:00 P.M. and nighttime construction hours of 7:00 P.M. to 5:00 A.M. Detail calculations are provided in Appendix B. ^b Ambient in terms of CNEL were estimated based on the daytime ambient noise levels provided in the AEIR and the measured evening/nighttime ambient noise measurement provided in Appendix A. ^c Significance threshold is equal to the ambient noise levels plus 5 dBA. Source: AEIR, 2015; AES, 2017.			

As analyzed above, the estimated night shift construction noise levels in terms of L_{eq} at Receptor Locations R3 and R4 would be well below the nighttime ambient noise levels and the significance thresholds. In addition, the estimated construction noise levels in terms of CNEL, which include both daytime and nighttime, would also be below the ambient noise levels and the

significance thresholds. Therefore, noise impacts associated with the proposed night shift construction would be less than significant.

Noise Reduction Measures

Although, the estimated construction-related noise level at the nearest residential noise-sensitive uses would be below the applicable significance thresholds, the following noise reduction measures (in addition to the measures provided in the AEIR) are recommended to ensure the noise impacts during the night shift would remain less than significant. During the night shift, the Project shall include the following additional noise reduction measures:

1. Perform ambient noise level readings during the night shift construction activities to ensure that noise levels at residential sensitive uses do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses.
2. Disable equipment back up bells during the night shift.

**LA Football Club -
Extended Hours Construction**

Noise Calculations Worksheets

Appendix A

Ambient Noise Measurements

Provided by PCL Construction Services, Inc.

DATE	LOC #	START TIME	FINISH TIME	AVERAGE	NOTES (CONST ACTIVITY, TRAFFIC, ETC.)
4/21/2017	2	19:37	19:42	72.7	MLK street traffic
4/21/2017	2	22:32	22:37	70.7	MLK street traffic
4/22/2017	2	0:32	0:37	68.4	MLK Traffic
4/22/2017	2	19:30	19:35	72.2	MLK Traffic, Jackhammering across street
4/22/2017	2	22:29	22:34	71.1	MLK Traffic, Helicopter nearby
4/23/2017	2	0:33	0:38	66.2	MLK Traffic
4/24/2017	2	19:34	19:39	72.6	MLK Traffic
4/24/2017	2	22:29	22:34	68.4	MLK Traffic
4/25/2017	2	0:21	0:26	63.5	MLK Traffic
4/28/2017	2	0:40	0:55	66.7	Swaying Trees and Signs, High Winds, Light Traffic, Buses
4/21/2017	4	19:25	19:30	67.3	Fig street traffic
4/21/2017	4	22:20	22:25	67.2	Fig street traffic
4/22/2017	4	0:20	0:25	66.7	Fig street traffic
4/22/2017	4	19:19	19:24	67.4	Fig Street Traffic, Bus nearby
4/22/2017	4	22:19	22:24	68	Fig Traffic
4/23/2017	4	0:20	0:25	67.3	Fig street traffic
4/24/2017	4	19:24	19:29	68.1	Fig Traffic
4/24/2017	4	22:18	22:23	67.3	Fig Traffic, Car Raced By
4/25/2017	4	0:15	0:20	63	Fig Traffic
4/28/2017	4	1:02	1:07	67.2	Light Traffic, High Winds, Swaying Trees and Signs

Nighttime Ambient Noise Measurements Conducted by PCL Construction Services, Inc.

Loc #2 is representative of the Project receptor R4
Loc #4 is representative of the Project receptor R3

Appendix B

Construction Noise Calculations

Project: LAFC Project Addendum - Extended Hours Construction Analysis

Estimated Construction Noise Levels, dBA Leq								
Rec.	Description	Closest Distance, ft	On-Site Equipment (A)	Off-Site Truck (B)	Total (C=A+B)	Nighttime Ambient, dBA Leq	Significance Threshold, dBA Leq	Relative to Threshold
R3	Residential use east of Figueroa St.	350	48.8	43.5	49.9	63.0	68.0	-18.1
R4	Residential use south side of MLK	390	49.9	48.2	52.1	63.5	68.5	-16.4

C = Decibel additions in energy basis

Project: LAFC Project Addendum

Construction Phase: *Extended Construction*

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	920	0
Forklift 1	1	75	20%	890	0
Crane (mobile)	1	81	16%	350	12
Forklift 2	1	75	20%	350	12
Delivery Truck	1	76	40%	350	12

Receptor: *R3*

Results:
1-hour Leq: 48.8

Source for Ref. Noise Levels: FHWA RCNM, 2006

Electric Tower Crane Noise Levels:

95 Lw

63 Lp at 50 ft

Project: LAFC Project Addendum

Construction Phase: *Extended Construction*

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	720	0
Forklift 1	1	75	20%	550	0
Crane (mobile)	1	81	16%	390	12
Forklift 2	1	75	20%	390	12
Delivery Truck	1	76	40%	390	12

Receptor: *R4*

Results:
1-hour Leq: 49.9

Source for Ref. Noise Levels: FHWA RCNM, 2006

Electric Tower Crane Noise Levels:

95 Lw

63 Lp at 50 ft

LA Football Club - Extended Hours Construction

Receptor R3

Time	Estimated Construction Noise Levels, dBA Leq	Adjustment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	48.8	10	58.8
1:00:00 AM	48.8	10	58.8
2:00:00 AM	48.8	10	58.8
3:00:00 AM	48.8	10	58.8
4:00:00 AM	48.8	10	58.8
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	69.7	0	69.7
8:00:00 AM	69.7	0	69.7
9:00:00 AM	69.7	0	69.7
10:00:00 AM	69.7	0	69.7
11:00:00 AM	69.7	0	69.7
12:00:00 PM	69.7	0	69.7
1:00:00 PM	69.7	0	69.7
2:00:00 PM	69.7	0	69.7
3:00:00 PM	69.7	0	69.7
4:00:00 PM	69.7	0	69.7
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	48.8	5	53.8
8:00:00 PM	49.9	5	54.9
9:00:00 PM	49.9	5	54.9
10:00:00 PM	49.9	10	59.9
11:00:00 PM	49.9	10	59.9
CNEL			66.2

Daytime construction noise levels are from the Project Addendum, Table 12

Receptor R4

Time	Estimated Construction Noise Levels, dBA Leq	Adjustment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	49.9	10	59.9
1:00:00 AM	49.9	10	59.9
2:00:00 AM	49.9	10	59.9
3:00:00 AM	49.9	10	59.9
4:00:00 AM	49.9	10	59.9
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	68.3	0	68.3
8:00:00 AM	68.3	0	68.3
9:00:00 AM	68.3	0	68.3
10:00:00 AM	68.3	0	68.3
11:00:00 AM	68.3	0	68.3
12:00:00 PM	68.3	0	68.3
1:00:00 PM	68.3	0	68.3
2:00:00 PM	68.3	0	68.3
3:00:00 PM	68.3	0	68.3
4:00:00 PM	68.3	0	68.3
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	49.9	5	54.9
8:00:00 PM	52.1	5	57.1
9:00:00 PM	52.1	5	57.1
10:00:00 PM	52.1	10	62.1
11:00:00 PM	52.1	10	62.1
CNEL			65.1

Daytime construction noise levels are from the Project Addendum, Table 12

**CEQA FINDINGS FOR THE PROJECT
(Attachment 4.2)**

Based on the Second Addendum (Attachment 4-1), the conclusions reached in the previously Certified Final Environmental Impact Report for the Los Angeles Memorial Sports Arena Redevelopment Project (EIR) remain valid and no supplemental environmental review is required for the temporary extension of construction hours. The temporary extension of construction hours would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred. Further, given the limited scope of modifications associated with the proposed temporary extension of construction hours, only minor technical changes or additions to the analysis in the previously adopted Certified EIR were necessary, which are discussed in the Second Addendum. Therefore, pursuant to CEQA Guidelines Section 15164, no supplemental environmental review is required beyond the Second Addendum.

**Code Required Measure CR G-2 for the Project
(Attachment 4.3)**

Code Required Measure CR G-2 to be clarified as follows (new text is underlined):

Code Required Measure CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday:

- Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;
- Utilize additional sound blankets and sound walls to reduce noise levels;
- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;
- Position lighting to avoid spill onto properties outside of Exposition Park;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.